
Fact Sheet

Seward Highway: 36th Avenue Intersection Improvements

AKSAS Project No:54629

February 2015

Project Goals

Improve traffic flow in Midtown
and on the Seward Highway

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Shorten travel times to and
from Midtown and U-Med

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Improve safety by reducing
crash rates

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Improve safety and travel for
bicycles and pedestrians

Contact Us

Visit our website at
www.sewardand36th.com for
more information and to sign
up for project e-mails.

Project Overview

The intersection of Seward Highway and 36th Avenue is one of the busiest in Anchorage. Moving east and west, north and south, cars and trucks are significantly delayed by the signal and turning traffic, especially at rush hour. Congestion, fast moving traffic, and turning traffic all leads to driver frustration—and accidents. Currently, the Seward/36th intersection ranks second in the Municipality of Anchorage for the highest number of accidents.

The Seward Highway: 36th Avenue Intersection Improvements project (*Seward and 36th Improvements*) proposes to improve traffic flow, reduce travel times, and reduce crash rates by removing the current signalized intersection and replacing it with a Hybrid Single Point Urban Interchange (*also known as a Hybrid SPUI*).

The Hybrid SPUI (*diagram on the back of this page*) is a new type of interchange for Alaska. It will improve traffic movement and reduce accidents by raising north and southbound highway traffic over 36th Avenue. Traffic on 36th Avenue will have fewer delays because less traffic will compete for turning windows to access new highway ramps. With fewer delays, travel times for people moving to and from the University and U-Med districts, as well as traffic moving between Downtown and Midtown, will improve.



Favorite Alternative

Design for this project proved a challenge. Space is at a premium—there's not much room to build a traditional intersection in the short distance between Tudor and Benson, or between the Old and New Seward highways.

Ultimately, DOT&PF reviewed more than 18 possible alternatives based on right-of-way, safety, cost, lifecycle costs, environmental impacts, and community expectations. The Hybrid SPUI was selected as DOT&PF's favorite alternative in October 2014. Pending funding availability, future project phases will complete design, permitting, and construction.

Cost

The Seward Highway: 36th Avenue Intersection Improvements Project is funded by the State of Alaska. Final design and construction of the Hybrid SPUI is estimated at \$50-70 million, although cost estimates will be further defined as design progresses and more detail is developed. Final design and construction of the final alternative will begin pending funding availability.

Favorite Alternative Hybrid SPUI

